

**Listing of Claims:**

1. (previously presented) A method for controlling a solenoid valve (22), particularly in a motor vehicle, in a case of which a first voltage ( $U_1$ ) is applied to a coil (21) of the solenoid valve (22) until a first point in time  $t_1$ , then a second voltage ( $U_2$ ) with a smaller effective value is applied,

wherein the first point in time  $t_1$  precedes a point in time at which the solenoid valve (22) reaches a final position, and

wherein the smaller effective value of the second voltage ( $U_2$ ) is realized by pulse-width modulating the first voltage ( $U_1$ ).

2. (original) The method as recited in Claim 1,

wherein the second voltage ( $U_2$ ) is at least so great that the final position of the solenoid valve (22) is reached.

3. (previously presented) The method as recited in Claim 1,

wherein a current ( $I$ ) continues to climb while the second voltage ( $U_2$ ) is being applied.

4. (currently amended) The method as recited in Claim 1,

wherein starting at a point in time ( $t_2$ ), a third voltage ( $U_3$ ) is applied to the coil of the solenoid valve, an effective value of which is essentially equal to or

less than the effective value of the second voltage ( $U_2$ ) and which does not allow the current to increase further as compared with the second voltage ( $U_2$ ).

5. (previously presented) The method as recited in Claim 1,

wherein starting at a third point in time ( $t_3$ ), a fourth voltage ( $U_4$ ) is applied to the coil of the solenoid valve, an effective value of which is essentially less than the effective value of the third voltage ( $U_3$ ) such that a lesser current flows after time  $t_3$ , the lesser current being at least so great that a minimum holding force of a fuel supply control valve is ensured.

6. (previously presented) The method as recited in Claim 5,

wherein an effective voltage of at least one of the voltages ( $U_3$ ,  $U_4$ ) applied to the coil of the solenoid valve is influenced via pulse-width modulation.

7. (previously presented) A device for controlling a solenoid valve (22), particularly in a motor vehicle, in a case of which a first voltage ( $U_1$ ) is applied to a coil (21) of the solenoid valve (22) until a first point in time  $t_1$ , then a second voltage ( $U_2$ ) with a smaller effective voltage\_value is applied,

wherein the first point in time  $t_1$  precedes a point in time at which the solenoid valve (22) reaches a final position, and

wherein the smaller effective value of the second voltage ( $U_2$ ) is realized by pulse-width modulating the first voltage ( $U_1$ ).

8. (original) The device as recited in Claim 7,

wherein the points in time  $t_1, 2, 3, 4$  and the electrical voltages  $U_1, 2, 3, 4$  are stored in a program map as a function of operating variables.

9. (previously presented) A computer program product with program code that is stored on a machine-readable storage device for carrying out the method as recited in Claim 1 when the program is run on a computer.